

CATEGORICAL EXCLUSION LEVEL 1 FORM

Date: October 1, 2019

Initial Version

Additional Information to CE Level 1 Dated: _____

Purpose of this document:

CE Level 1 documentation for exempted projects

State-funded categorical exemption documentation

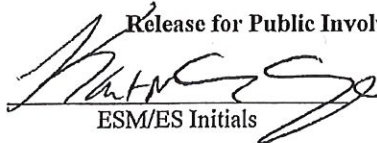
Approval CE Level 1 or State-Funded CE:

Environmental Scoping Manager or
Environmental Policy Manager

Date

Release for Public Involvement

Certification of Public Involvement


ESM/ES Initials _____ Date 10/4/19

Office of Public Involvement

Date

PROJECT INFORMATION			
County, Route	Hancock and Shelby Counties, State Street/State Route 9 (SR 9)	Des Number	1602146/1601961
Purpose and Need:	<p>The primary need of the proposed project is the deterioration of the pavement, as evidenced by cracking and stripping of the driving surface, on State Route (SR) 9 from U.S. 52 to CR 300 North, excluding the I-70 bridge and associated concrete approaches/ramps (Appendix I, pages 8 to 14). An associated need is the Federal Highway Administration (FHWA) requirement of Americans with Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG) standards compliant curb ramps in conjunction with any road improvement project.</p> <p>The secondary need for the proposed project is to improve safety on SR 9, from I-70 to McKenzie Road, in Greenfield, Indiana. The crash frequency for this stretch of SR 9 is above average by a factor of 1.5 or greater. An Index of Crash Frequency (ICF) greater than 1.5 deviations from the mean warrants safety treatment, per the Federal Highway Safety Improvement Manual. The ICF accounts for the degree in which the crash rate for a given intersection or road segment deviates from the average crash rate of similar intersections or road segments across the state.</p> <p>The purpose of the project is to preserve and extend the service life of the existing pavement and to prevent further deterioration. The purpose of the project is also to reconstruct the curb ramps to ADA and PROWAG standards, as required for road improvement projects. The secondary goal of this project is to improve safety on SR 9, from I-70 to McKenzie Road.</p>		
Project Description:	<p>The Indiana Department of Transportation (INDOT) Greenfield District, with funding from the Federal Highway Administration (FHWA), intends to proceed with a Hot Mix Asphalt (HMA) Overlay/Preventive Maintenance (Des. No. 1602146) and Access Control (Des. No. 1601961) project on SR 9 in Hancock and Shelby Counties, Indiana.</p> <p>Early Coordination: An early coordination packet was sent to resource agencies on December 17, 2018 (Appendix C, pages 1-5) that detailed the proposed project.</p>		

Project Location:

The proposed project is located on SR 9, from approximately 600 feet north of the intersection of U.S. 52 and SR 9 in Fountaintown, Shelby County, Indiana to County Road (CR) 300 North, excluding I-70 and the associated bridge and ramps, in Greenfield, Hancock County, Indiana, for a total length of approximately 9.35 miles.

Specifically, the proposed project is located in Section 5, Township 14N, Range 7E, in Van Buren Township, in Shelby County, Indiana and Sections 5, 8, 9, 16, 17, 20, 21, 29, and 32, Townships 15N, Range 7E, in Brandywine and Center Townships, in Hancock County, Indiana, and Sections 17, 20, 29 and 32, Township 16N, Range 7E, in Center Township, in Hancock County, Indiana as depicted on the 7.5 Minute Greenfield and Fountaintown U.S. Geological Survey (USGS) Quadrangle Maps (Appendix B, page 2 and Appendix E, pages 15-18).

Existing Conditions:

Land use in the vicinity of the proposed project is primarily commercial and residential properties through the City of Greenfield and north to CR 300 N. Land use south along SR 9 to Fountaintown, Indiana is a mix of agricultural, commercial and residential properties.

This section of SR 9 is classified as a Minor/Principal Arterial Rural, urban roadway (Appendix B, pages 59 to 105). SR 9 from I-70 to McKenzie Road consists of four 12 foot lanes (two in each direction), a 16 foot center two-way left turn lane (TWLTL), and a 12 foot right turn lane on both the west and east sides. There is a two foot shoulder on the west side and a 12 foot shoulder on the east side of the roadway from I-70 to East Muskegon Drive. SR 9 tapers to two 12 foot lanes (one in each direction) approximately 208 feet south of the intersection of McKenzie Road and SR 9. Shoulder widths vary from 4 to 12 feet wide south from McKenzie Road, through the City of Greenfield, to the intersection of SR 9 and U.S. 52, as well as north from I-70 to CR 300 N.

Preferred alternative:

(Des. No. 1602146)

The proposed project includes preventive pavement maintenance, milling 2 inches deep and using a 2 inch HMA overlay treatment. Additionally, the project proposes excavation up to 2-3 feet deep to reconstruct existing curb ramps and replace or install new sidewalk. Existing curb ramps will be reconstructed between Davis Road and Green Meadows Drive on SR 9 (Appendix B, pages 106 to 129) and at the intersection of SR 9 and Opportunity Parkway (Appendix B, page 129), bringing them into compliance with ADA and PROWAG standards. The project also proposes replacing existing sidewalks and curbs, in the following locations:

1. On the east side of SR 9 from approximately 0.12 mile north of Longfellow Lane to Blank Street (Appendix B, pages 71 and 72).
2. On both the west and east sides of SR 9 from Blank Street to Tague Street (Appendix B, pages 72 to 75).
3. On the west side of SR 9 north of the alley between North Street and Walnut Street (Appendix B, pages 79 and 80).
4. On the east side of SR 9 between North Street and the alley to the north (Appendix B, page 79).

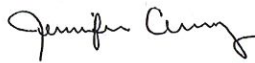
The project proposes installing new sidewalk, 4-5 foot wide, up to 2 foot deep, on the west side of SR 9 from 130 feet to 265 feet north of McKenzie Road (Appendix B, page 88), to maintain ADA compliant access to commercial facilities in the corridor north of downtown Greenfield and south of I-70.

To extend the service life of the existing pavement where ponding currently occurs, supplemental stormwater infrastructure (inlets, connections, and manholes) will be installed up to 12 feet deep at the following locations: between 4th Street and Lincoln St (Appendix B, page 80), between 5th Street and Douglas Street (Appendix B, page 81), between Douglas Street and Walker Street (Appendix B, page 82), between Walker Street and Park Avenue (Appendix B, page 82), and

	<p>between Ohio Street and Illinois Street (Appendix B, page 85).</p> <p>Drainage improvement is proposed at the southwest quadrant of SR 9 and CR 100 South/Davis Road (Appendix B, page 70). Work is limited to linear grading and no other drainage improvements are proposed at this location. Linear grading is also proposed at the southwest quadrant of SR 9 and an unnamed tributary to Brandywine Creek, approximately 0.38 mile and 0.46 mile north of CR 400 South. <u>The grading, along with the installation of residential driveway culverts (Str. 101, Sta. 804.37.1 and Str. 102, Sta. 805+69.7, as shown on the plan sheets, Appendix B, pages 64 and 65), will provide positive drainage for stormwater.</u></p> <p><i>(Des. No. 1601961)</i></p> <p>The project also proposes to remove the center TWLTL in seven locations along SR 9, from I-70 to McKenzie Road, and replace it with a landscaped, raised median with dedicated left turn lanes (Appendix B, pages 132 to 138). The landscape elements will include; compact, low growing trees, herbaceous vegetation, lighted beacons, aesthetic street lighting, and pavers (Appendix B, pages 139 to 141).</p> <p>All the aforementioned work will be limited to the footprint of existing features, within apparent existing INDOT right-of-way, and within previously disturbed soils.</p> <p>The project meets the purpose and need by extending the service life of the existing pavement, preventing further pavement deterioration, providing ADA and PROWAG compliant curb ramps with the pavement improvement, and improving safety for the commercial corridor of SR 9 through Greenfield.</p> <p>As programmed in the Statewide Transportation Improvement Program (STIP) project list, the total project cost is estimated to be \$4,898,962 (FY 2020). This includes engineering (PE) cost of \$424,000 (prior year funds) and construction engineering (CN) of \$4,474,962 (FY 2020).</p>
<p>Other Alternatives Considered:</p>	<p>DES 1602146 Alternative:</p> <p>This alternative would require milling 4 inches of the pavement along the mainline and shoulders and resurface with 4 inches of hot mixed asphalt (HMA) material (2 ½ inch intermediate and 1 ½ inch surface). ADA ramps adjacent to the roadway would be improved to meet PROWAG Standards and damaged loop detectors would be replaced. Pavement markers would be installed between US 52 and US 40, similar to existing conditions, and appropriate lane markings would be incorporated into the pavement design. For additional safety, Center Line and Edge Line Rumble Stripes would be included between US 52 and Davis Rd where speeds are higher and turning movements are minimal. The estimated cost for this option would be \$7,853,000 (Appendix I, pages 8 to 11).</p> <p>This option would address the deteriorated pavement, however the intermediate pavement (below 1 ½ inch depth) was determined to be in acceptable condition and therefore full depth milling of the pavement was not warranted.</p> <p>DES 1601961 Alternatives:</p> <p>Variations on the type and location of the SR 9 raised median were considered from I-70 to McKenzie Road (Appendix I, pages 12 to 14). The partial length median considered would occur between I-70 and McKenzie Road, excluding McClamon Drive to New Road. For any length of median, earthen and paved treatments were considered. Additionally, inclusion of a signal light at SR 9 and Martindale Drive was also considered as a partial raised median alternative.</p> <p>These alternatives would have met the secondary need for safety by reducing the ICF on SR 9 from I-70 to McKenzie Road. However, after coordination with the City of Greenfield, these alternatives were not considered further.</p>

	Do-Nothing Alternative: The "Do Nothing" alternative was considered for the proposed project. This alternative proposes utilization of the existing roadway with no expenditure of capital funds or improvement to the facility. However, the "Do Nothing" alternative would not address the purpose of the project, which is to preserve and extend the service life of the existing pavement and prevent further deterioration, providing ADA and PROWAG compliant curb ramps in conjunction with the road improvement project, while improving safety for traffic using the commercial segment of the corridor. Therefore, this alternative was dismissed from further consideration.		
Project Termini:	South on SR 9 from CR 300 N, excluding the I-70 and associated ramps, to approximately 600 feet north of the intersection with U.S. 52.		
Funding Source(s):	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local <input type="checkbox"/> Other
	Estimated Cost	\$4,898,962	
Project Sponsor:	Indiana Department of Transportation	Project Length	Approx. 9.35 miles

Name and organization of CE Level 1 Preparer: Robert B. Winebrinner, CHA Consulting, Inc.

INDOT ES/District Env. Reviewer Signature:  Date: 10.4.19

SCOPE OF THE PROPOSED ACTION			
Public Involvement*	No:	Yes: X	Possible:
Comments:	<p>Per coordination with INDOT, Office of Public Involvement, the project will meet the minimum requirements described in the current INDOT Public Involvement Manual which requires the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing. The significant change in the facility, due to the access controls (Des. No. 1601961), has the potential for socio-economic impact that could cause public controversy (Appendix G, pages 1-4).</p> <p>In anticipation of public controversy, the City of Greenfield independently conducted a public information meeting on June 12, 2019 (Appendix G, pages 5 and 6). The city presented information and solicited feedback regarding the beautification efforts at the I-70 and SR 9 interchange, as well as beautification of SR 9 in the location of the proposed raised concrete medians with dedicated left turn lanes included in Des. No. 1601961 (Appendix B, pages 132 to 138).</p> <p>However this meeting does not constitute official public involvement for this project. A legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.</p>		
Right-of-way (permanent and temporary, in acres)	No: X	Yes:	Possible:
Comments:	<p>This project will occur within existing right-of-way. No permanent or temporary right-of-way will be required for this project. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.</p>		

SCOPE OF THE PROPOSED ACTION			
Disruption to public facilities/services (such as schools, emergency service)	No:	Yes: <input checked="" type="checkbox"/>	Possible: <input type="checkbox"/>
<p>Comments:</p> <p>The Maintenance of Traffic (MOT) for the project will require a full closure and detour for thru traffic, with one lane remaining open at a time for local traffic. The southern detour route, approximately 30.3 miles long, will utilize U.S. 52 to the west, then north on I-465, returning east on U.S. 40 (Appendix B, page 57). The northern detour route, approximately 27.9 miles long, will utilize U.S. 40 east, then SR 109 north, then returning west on I-70 (Appendix B, page 58). MOT will include signage, the use of flaggers, and will be mobile and moving continuously with construction operations (Appendix B, pages 54-56).</p> <p>All signs, lights, and barricades associated with the construction will be in accordance with the current INDOT standards and the Uniform Traffic Control Manual (MUTC). Access will be maintained to all properties during construction. It is the responsibility of the project sponsor (INDOT) to notify emergency services and the school corporation at least two weeks prior to any construction.</p> <p>The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion. Delays will occur during construction but will cease with project completion.</p>			
Involvement with existing bridge(s) (Include structure number(s))	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
<p>Comments:</p> <p>Construction will not involve any impacts to existing bridges or small structures located within the project area (Appendix B, pages 47-142). However, there are two driveway culvert pipes, five manholes, and five inlets proposed within the project area (Appendix B, pages 64, 65, 80, 81, 82, 85, 130 and 131).</p>			

* Limited public involvement, CE-1 level projects will typically have no public hearing opportunity offered.

INVOLVEMENT WITH RESOURCES			
Streams, Rivers, and Watercourses Impacted (linear feet)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
<p>Comments:</p> <p>Based on a desktop review, site visits on August 22, September 18, November 7, 2018 and February 4, 2019 by environmental staff at CHA Consulting, Inc., the 2018 aerial map of the project area (Appendix B, pages 3-13), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, pages 23-26), there are 43 rivers and streams segments located within the 0.5 mile search radius. There were no Federal Wild and Scenic Rivers listing, State Natural, Scenic, and Recreational Rivers listing, the Nationwide Rivers Inventory, Outstanding Rivers List for Indiana, or U.S. Army Corps of Engineers (USACE) listed Navigable Waterways in the proposed project area, as reviewed by CHA Consulting, Inc. on August 20, 2018.</p> <p>A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was approved by INDOT Ecology and Waterway Permitting Office on March 21, 2019 (Appendix F, page 15). Please refer to Appendix F, pages 1-14 for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that unnamed tributaries (UNTs) 1 through 14, Brown Ditch, Williamson Ditch, Putter Ditch, and Potts Ditch are likely jurisdictional (Appendix F, pages 5 to 8). The USACE makes all final determinations regarding jurisdiction.</p> <p>There will be no streams, rivers, or watercourses impacted by the proposed project as the proposed work will occur within the existing roadbed.</p> <p>Non-Jurisdictional Swales: One swale was identified within the project area (Appendix F, page 8). Non-Jurisdictional Swale 1 was</p>			

INVOLVEMENT WITH RESOURCES			
	<p>excavated within an upland area to drain the surrounding farmland, and did not display a defined, bed, bank or Ordinary High Water Mark (OHWM). Due to these reasons, the feature is not considered jurisdictional. This feature will not be impacted, as the project is limited to the existing roadbed in this location.</p> <p>Non-Jurisdictional Roadside Ditch (RSD): One RSD was identified within the project area (Appendix F, page 8). This feature was designed along with the roadway to convey storm water. This feature was excavated within an upland area, drains upland waters, and does not display a defined bed and bank, or OHWM. It also does not appear to have a connection to any Waters of the U.S.. Due to these reasons, this feature is not considered a Waters of the U.S. This feature will not be impacted, as the project is limited to the existing roadbed in this location.</p> <p>Early coordination letters were sent to the U.S. Fish and Wildlife Service (USFWS) and Indiana Department of Natural Resources (IDNR) on December 17, 2018. The USFWS did not respond. The IDNR responded on January 16, 2019 recommending restrictions on excavation within waterways and to minimize disturbance near waterways (Appendix C, pages 21 and 22). The Indiana Department of Environmental Management (IDEM) Proposed Roadway Construction Projects Letter website (https://www.in.gov/idem/5284.htm) was accessed on February 5, 2019, by environmental staff at CHA Consulting. The response letter generated provided recommendations associated with obtaining permits for regulatory work in and near waterways, such as; fill or excavation within the waterway, riparian tree clearing for the proposed project, and limiting sediment disturbance and controlling for erosion to avoid discharge into regulatory waterways (Appendix C, pages 6-13). These recommendations are not applicable, as the project will not include work within the waterways or drainage features or disturbance immediately adjacent to waterways or drainage features.</p>		
Wetlands (acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a review of the National Wetlands Inventory (NWI) online mapper (https://www.fws.gov/wetlands/data/Mapper.html; Appendix B, pages 3-13), the USGS topographic maps (Appendix B, page 2 and Appendix E, pages 15-18 and 44), and the RFI report (Appendix E, pages 23-26) showed there are 103 wetlands located within the 0.5 mile search radius. The nearest wetland is located in the southwest corner of SR 9 and Chapman Drive, within the project area. A site visit was conducted on August 22, 2018 by environmental staff at CHA Consulting, Inc. and three wetlands were identified within the project area (Appendix F, pages 8, 9, 13 and 14).</p> <p>A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was approved by INDOT Ecology and Waterway Permitting Office on March 21, 2019 (Appendix F, page 15). Please refer to Appendix F, pages 1-14 for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that wetlands A through C are likely jurisdictional. The USACE makes all final determinations regarding jurisdiction.</p> <p>Work is limited to the road surface in the location of these three wetlands. Therefore, no impacts are expected.</p> <p>Early coordination letters were sent to the USFWS and IDNR on December 17, 2018. The USFWS did not respond. The IDNR responded on January 16, 2019, though did not provide any recommendations specific to wetlands (Appendix C, pages 21 and 22). The IDEM Proposed Roadway Construction Projects Letter website (https://www.in.gov/idem/5284.htm) was accessed on February 5, 2019, by environmental staff at CHA Consulting. The response letter generated provided recommendations associated with obtaining permits for regulatory work in and near wetlands, such as; fill or excavation within wetlands and limiting sediment disturbance and controlling for erosion to avoid discharge into regulatory wetlands (Appendix C, pages 6-13). These recommendations are not applicable, as the project will not include work within these wetlands and will not disturb ground immediately adjacent to wetlands.</p>		

INVOLVEMENT WITH RESOURCES			
Disturbance of Terrestrial Habitat (acres)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, site visits on August 22, September 18, November 7, 2018 and February 4, 2019 by environmental staff at CHA Consulting, Inc., and the 2018 aerial map of the project area (Appendix B, pages 3-13), there is predominately mown grass within the project area, with some landscape trees at the residential and commercial locations. There is also wooded riparian habitat along Brandywine Creek, which intersects or abuts SR 9 at multiple locations between Fountaintown and through Greenfield.</p> <p>The flora associated with the project area is primarily herbaceous vegetation, particularly grasses. The wooded riparian habitat of Brandywine Creek and its associated unnamed tributaries is dominated by trees; green ash (<i>Fraxinus pennsylvanica</i>), hackberry (<i>Celtis occidentalis</i>), sycamore (<i>Platanus occidentalis</i>), mulberry (<i>Morus alba</i>), and silver maple (<i>Acer saccharinum</i>), as well as a few grey dogwood (<i>Cornus racemosa</i>) shrubs. These habitats support an assortment of small mammals, reptiles, and migratory songbirds typical of a rural or low density suburban environment.</p> <p>Early coordination letters were sent to the USFWS and IDNR on December 17, 2018. The USFWS did not respond. However, this project fits the criteria for the <i>U.S. Fish and Wildlife Service Interim Policy For the Review of Highway Transportation Projects in Indiana</i> (2013). Recommendations from that policy pertaining to terrestrial habitat are as follows; avoid clearing trees and shrubs beyond the construction limits and install temporary and permanent erosion and sediment control practices where necessary. The IDNR responded on January 16, 2019 and recommended revegetation or mitigation for the removal of more than five trees within a floodway in an urban setting, minimizing disturbed ground, revegetating disturbed ground with native plant species, and generally maintaining proper erosion and sediment control practices (Appendix C, pages 21 and 22). The IDEM Proposed Roadway Construction Projects Letter website (https://www.in.gov/idem/5284.htm) was accessed on February 5, 2019, by environmental staff at CHA Consulting. The response letter did not provide recommendations specific to terrestrial habitat (Appendix C, pages 6-13).</p> <p>Three landscape trees at the intersection of SR 9 and Pierson Street will be removed as part of this project (Appendix B, page 76). Tree removal will not occur within the floodway and therefore the DNR recommendation is not applicable to this project. Clearing is limited to the project construction limits as a standard INDOT specification.</p> <p>Erosion and sediment control recommendations have been added to the Environmental Commitments section of this document.</p>		
Karst Features	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, the site visits on August 22, 2018 and September 18, 2018 by environmental staff at CHA Consulting, Inc., the topographic maps of the project area (Appendix B, page 2 and Appendix E, pages 15-18), and the RFI report (Appendix E), the proposed project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). There are no karst features identified within the project area, therefore, there will be no impact to karst features.</p> <p>Coordination with the Indiana Geological Survey (IGS) was accomplished electronically through the standardized environmental review letter process (https://igws.indiana.edu/eAssessment/) on January 8, 2019 (Appendix C, pages 23-25). The IGS noted the general area around the project to be of high liquefaction potential, within a floodway, to be of high potential for bedrock, sand and gravel, and to have active or abandoned mineral extraction sites (wells and pits). The project is limited to the existing roadway, therefore, no impacts are expected.</p> <p>Based on a desktop review, the site visits on August 22, 2018 and September 18, 2018 by environmental staff at CHA Consulting, Inc., the topographic maps of the project area (Appendix B, page 2 and Appendix</p>		

INVOLVEMENT WITH RESOURCES			
	<p>E, pages 15-18), and the RFI report (Appendix E), 16 petroleum wells are located within or adjacent to the project area. An early coordination letter was sent to the IDNR, Division of Oil and Gas on December 17, 2018. The IDNR, Division of Oil and Gas responded on January 24, 2019 with no recommendations for old oil wells that are presumed plugged, so long as the project scope remains within the existing disturbed area (Appendix C, pages 26 and 27). No impacts are expected.</p>		
Threatened and Endangered Species		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
		Possible: <input type="checkbox"/>	
Comments:	<p>Based on a desktop review and the RFI, completed by CHA Consulting, Inc. on March 8, 2019, the IDNR Hancock and Shelby Counties Endangered, Threatened and Rare (ETR) Species Lists have been checked and are included in (Appendix E, pages 39 and 40). The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR early coordination response letter dated January 16, 2019 (Appendix C, pages 21 and 22), the Natural Heritage Program's Database has been checked and the following species have been documented within 0.5 mile of the project area: state rare turquoise bluet (<i>Enallagma divagans</i>), the state species of special concern mussels wavyrayed lampmussel (<i>Lampsilis fasciola</i>), purple lilliput (<i>Toxolasma lividus</i>), the little spectaclecase (<i>Villosa lienosa</i>) and the state species of special concern American badger (<i>Taxidea taxus</i>). The DNR noted that impacts to the mussel species and the American badger are not expected (Appendix C, pages 21 and 22). The DNR did not note any recommendations or expectations of impact to the turquoise bluet. However, the habitat of this species is primarily sluggish creeks, sloughs, or lake shores. The project will not involve impacts to waterways or waterbodies, therefore, no impact is expected.</p> <p>The IDNR response also noted recommendations that included; tree clearing restrictions, waterway work restrictions, types of bank stabilization to be utilized, temporary erosion control techniques, permanent erosion control techniques, revegetation techniques and mitigation ratios. All applicable agency recommendations are included in the "Environmental Commitments" section of this CE document.</p> <p>Indiana Bat and Northern Long-Eared Bat: The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), and USFWS. Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated on May 2, 2019 (Appendix C, pages 30-35) and no additional species were found within the project area. Hancock and Shelby Counties are within range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). In addition, an effect determination key was completed on August 15, 2019, and based on the responses provided, the project was found to "may affect – not likely to adversely affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on August 19, 2019, and requested USFWS's review of the finding (Appendix C, pages 36-50). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document.</p> <p>Rusty Patched Bumble Bee: On March 8, 2019, CHA Consulting, Inc. reviewed the USFWS Range Map for the Rusty Patched Bumble Bee (<i>Bombus affinis</i>) (https://www.fws.gov/midwest/endangered/insects/rpbb/rpbbmap.html) and identified the project area is located outside a High Potential Zone for rusty patched bumble bee habitat. The RFI report was approved on March 27, 2019 (Appendix E, page 14), while the RFI Addendum was approved on August 12, 2019 (Appendix E, page 42), and INDOT confirmed this project is located outside a High Potential Zone for the rusty patched bumble bee.</p> <p>This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.</p>		

INVOLVEMENT WITH RESOURCES			
Drinking Water Resources	No:	Yes:	Possible: X
Comments:	<p>Sole Source Aquifer: The project is located in Hancock and Shelby Counties, which are not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/Environmental Protection Agency (EPA) Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. No impacts are expected.</p> <p>Wellhead Protection Areas: The IDEM Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on October 22, 2018 by environmental staff at CHA Consulting Inc. The required project location data was provided and it was determined that this project is not located within a Wellhead Protection Area. No impacts are expected.</p> <p>Water Wells: The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on October 22, 2018 by environmental staff at CHA Consulting, Inc. There were 43 wells identified within or adjacent to the project area. These mapped features are estimated and the exact location of these is unknown at this time. The features will not be impacted because the project will be constructed within existing right-of-way. Therefore, no impacts are expected.</p> <p>If any residential or public wells are encountered, they will be re-drilled as part of the right-of-way agreement with the property owner. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.</p> <p>Urban Area Boundary: Based on a desktop review of the INDOT Municipal Separate Storm Sewer System (MS4) website (https://entapps.indot.in.gov/MS4/) by CHA Consulting, Inc. on October 22, 2018 and the RFI report (Appendix E, pages 35-38), this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on December 17, 2018, to the City of Greenfield MS4 Coordinator. The MS4 coordinator did not respond within the 30-day time frame. Applicable temporary erosion and sediment control measures will be implemented, as outlined in Chapter 205 of the Indiana Design Manual.</p> <p>Public Water Systems: Based on a desktop review, site visits on August 22, 2018 and September 18, 2018 by environmental staff at CHA Consulting, Inc. and the 2018 aerial map of the project area (Appendix B, pages 3-13), this project is located where there is a public water system. The public water system will be affected because city water systems occupy the same general space as the roadway drainage infrastructure.</p> <p>An early coordination letter was sent on December 17, 2018, to the Greenfield City Engineer. The city engineer did not respond within the 30-day time frame, however, utility coordination is underway with Greenfield Utilities and will continue through final design. Permanent impacts are not expected, however, INDOT will continue utility coordination with the utility regarding temporary disruption that may occur. Any disruption of service will be temporary and will cease upon project completion.</p>		
Flood Plains (note transverse or longitudinal impact)	No:	Yes: X	Possible:
Comments:	<p>Based on a desktop review of the IDNR Indiana Floodway Information Portal (INFIP) website (http://dnrmmaps.dnr.in.gov/appsphp/fdms/) by CHA Consulting, Inc. on October 22, 2018 and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, pages 25-35). There is no floodplain administrator for this project. This project qualifies as a Category 2 per the INDOT CE Manual, which states that the "...project will not involve the replacement or modification of any existing drainage structures or the addition of any new drainage structures. As a</p>		

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	result, this project will not affect flood heights or floodplain limits. This project will not increase flood risks or damage, and it will not adversely affect existing emergency services or emergency routes; therefore, it has been determined that this encroachment is not substantial.”		
Farmland (acres)	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	Based on a desktop review, site visits on August 22, 2018 and September 18, 2018 by environmental staff at CHA Consulting, Inc, and the 2018 aerial map of the project area (Appendix B, pages 3-13), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within the project area. Farmland exists adjacent to the project between Fountaintown and Greenfield, however no right-of-way will be acquired from these farms. Coordination was sent to the Natural Resources Conservation Service (NRCS) on December 17, 2018 to confirm this information. The NRCS responded on December 18, 2018, indicating that the project “will not cause a conversion of prime farmland” (Appendix C, page 18). The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.		
Cultural Resources	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>On April 9, 2019 INDOT, Cultural Resources Office (CRO) confirmed that the project qualifies for the Minor Projects PA, under Category B-1 (Appendix D). Category B-1 includes replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, considered as minor projects. The INDOT, CRO noted that the unusual features present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district described above will not be impacted by the project. The following firm commitments regarding the avoidance of these features have been entered into the INDOT Project Commitments Database:</p> <ol style="list-style-type: none"> 1. Do not disturb concrete steps adjacent to the proposed sidewalk replacement, at 737 South State Street, near Sta. 959+96 (INDOT, CRO) 2. Do not disturb concrete retaining walls at Courthouse Plaza, adjacent to the proposed ramp replacement, between Sta. 987+55 to Sta. 990+25 (INDOT, CRO) 3. Avoid, reset, or replace in-kind the lamp and brick steps adjacent to the proposed work on West South Street, opposite Courthouse Square, near Sta. 989+20 (INDOT, CRO) 4. Do not disturb curved concrete steps adjacent to the proposed sidewalk replacement at 109 North State Street, near Sta. 994+70 (INDOT, CRO) 5. Do not disturb brick steps located adjacent to proposed curb ramp work on the northwest corner of SR 9 and 5th Street, near Sta.1004+95 (INDOT, CRO) 6. Do not disturb concrete retaining wall located adjacent to the proposed curb ramp work on the northwest corner of SR 9 and Park Avenue, at Sta. 1016+50 to Sta. 1017+15 (INDOT, CRO) <p>No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.</p>		
Section 4(f) and Section 6(f) Resources	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>Section 4(f) Resources: Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and National Register of Historic Places (NRHP) eligible or listed historic properties. Lands</p>		

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subject to this law are considered Section 4(f) resources.

Based on a desktop review, site visits on August 22, 2018 and September 18, 2018 by environmental staff at CHA Consulting, Inc, the 2018 aerial map of the project area (Appendix B, pages 3-13), and the RFI report (Appendix E, pages 19-22), the following 4(f) resources are located within or adjacent to the project:

Public Parks & Recreation Areas

Four features, located adjacent to the project, are considered 4(f) resources, because they are publicly owned parks and recreation areas that are open to the public with the primary function of recreation as designated by the City of Greenfield, Parks and Recreation Department.

There will be no Section 4(f) use of these facilities:

- Hancock County Bicentennial Park
 - A portion of the project will be constructed adjacent to the park. However, the project will not alter these facilities and will not require closer of the facility during construction. No right-of-way will be acquired from this property. Therefore, there will be no Section 4(f) use this facility.
- Court House Square Plaza
 - A portion of the project will be constructed adjacent to the park. However, the project will not alter these facilities and will not require closer of the facility during construction. No right-of-way will be acquired from this property.

A “temporary occupancy” of land does not constitute a use within the meaning of section 4(f), when all of the conditions listed in 23 CFR 774.13(d) are satisfied:

- 1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- 2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- 4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- 5) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

The official(s) with jurisdiction (OWJ) is the official of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property. The OWJ for these resources is the City of Greenfield, Parks and Recreation Department.

- Hancock County Veterans Park
 - A portion of the project will be constructed adjacent to the entrance of the park. During the construction of the ADA compliant curb ramps, the entrance to the park will be open, although the project will temporarily restrict access to the park one section of the sidewalk at a time. This includes closing the north/south sidewalk while leaving the east/west sidewalk open and then closing the east/west sidewalk while leaving the north/south sidewalk open.
- Pennsy Trail.
 - The project will require temporary closure and temporarily restrict access to the trail during construction of the ADA compliant curb ramps at SR 9.

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On February 4, 2019 environmental staff at CHA Consulting, Inc. contacted the OWJ (City of Greenfield's, Parks and Recreation Department) regarding the proposed work at these facilities (Appendix I, pages 1-5). That same day, the OWJ provided concurrence that the proposed project activities meet the conditions of a temporary occupancy (Appendix I, page 6).

Wildlife and Waterfowl Refuges

There are no wildlife or waterfowl refuges within or adjacent to the project area. Therefore, no impacts are expected.

NRHP (National Register of Historic Places) eligible or listed historic properties

Fifteen features, located adjacent to the project, are considered 4(f) resources, because they are eligible or listed on the NRHP (Appendix D). No right-of-way will be acquired from the following NRHP listed or eligible properties. So long as the conditions of the MPPA are followed, there will be no effect to the properties and no 4(f) analysis is required.

The following properties were identified as listed on the NRHP (Appendix D, page 3):

- IHSSI# 059-251-22001-472/NR-2242, Greenfield Residential Historic District
 - A firm commitment has been made to avoid the concrete retaining wall in the northwest corner at 704 North State Street, when working within the adjacent area. Therefore, the project will not alter the qualities of the property that make it eligible for the NRHP and thus a Section 4(f) resource.
- IHSSI# 059-251-21001-072/NR-0754, Greenfield Courthouse Square Historic District
 - A firm commitment has been made to avoid the concrete retaining walls in the square, opposite South Street, when working within the adjacent area. Therefore, the project will not alter the qualities of the property that make it eligible for the NRHP and thus a Section 4(f) resource.
 - A firm commitment has been made to avoid, reset, or replace in-kind the lamp and bricks, when working within the northwest corner of the SR 9 and South Street intersection. Therefore, the project will not alter the qualities of the property that make it eligible for the NRHP and thus a Section 4(f) resource.
 - A firm commitment has been made to avoid the curved concrete steps leading up to the house at 109 North State Street, when working within the adjacent area. Therefore, the project will not alter the qualities of the property that make it eligible for the NRHP and thus a Section 4(f) resource.

The following properties were identified as eligible for the NRHP (Appendix D, page 9):

- House, 737 South State Street, Lustron Home, c. 1951
 - A firm commitment has been made to avoid the concrete steps when replacing the adjacent sidewalk. Therefore, the project will not alter the qualities of the property that make it eligible for the NRHP and thus a Section 4(f) resource.
- IHSSI# 059-251-22401, House, 109 North State Street, Carpenter-Builder/Free Classic, c. 1906
 - This structure is also located within the NRHP listed Greenfield Courthouse Square Historic District, as noted above.
- IHSSI# 059-251-22375, House, 404 North State Street, Free Classic, c. 1900
 - A firm commitment has been made to avoid the set of brick steps in the northwest corner at 404 North State Street, when working within the adjacent area. Therefore, the project will not alter the qualities of the property that make it eligible for the NRHP and thus a Section 4(f) resource.

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	<p>Unusual features contributing to the historic properties listed below will not be impacted by the proposed work in this project, provided the conditions of the MPPA are followed (Appendix D, pages 4-10).</p> <ul style="list-style-type: none"> • IHSSI# 059-251-23033, House, 511 South State Street, Colonial Revival, c. 1910 • IHSSI# 059-251-21061, H.B. Thayer Building, 15 North State Street, Victorian Romanesque, 1895 • IHSSI# 059-251-21023, Masonic Temple, 2 West Main Street, Romanesque Revival, 1895 • IHSSI# 059-251-21024, Randall Building, 2-4 East Main Street, Queen Anne, c. 1890 • IHSSI# 059-251-21048, Courthouse, Romanesque Revival, 1896-97 • IHSSI# 059-251-22365, House, 118 North State Street, Italianate/Free Classic, c. 1880/c. 1900 • IHSSI# 059-251-22404, Post Office, 207 North State Street, Classical Revival, 1931 • IHSSI# 059-251-22367, Friend's Church, 204 North State Street, Queen Anne, 1890 • IHSSI# 059-251-22379, House, 502 North State Street, Prairie Style, c. 1910 • IHSSI# 059-251-22421, House, 609 North State Street, Bungalow, 1915 <p>The project will not use the above listed resources by taking permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no impacts are expected.</p> <p>Section 6(f) resources: The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.</p> <p>A review of 6(f) properties on the LWCF website at https://www.lwcfcoalition.com/tools revealed a total of four properties in Hancock County (Appendix I, page 7). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.</p>		
Air Quality Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>This project is included in the Fiscal Year (FY) 2020-2024 Indianapolis Metropolitan Planning Organization (IMPO) and the Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1-3).</p> <p>This project is located in Hancock and Shelby Counties, which are currently maintenance areas for Ozone, under the 1997 Ozone 8-hour standard, which was revoked in 2015, but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, et. al. Decision. The project's design concept and scope are accurately reflected in both the Indianapolis Metropolitan Planning Organization's Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.</p> <p>This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.</p>		
Community/Economic Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>No changes in land use or development are anticipated as a result of the proposed project. Additionally, no right-of-way acquisition or relocations are anticipated as a result of the proposed project. Therefore, the project is not likely to cause substantial community and economic impacts.</p>		

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	Public and private utility coordination is ongoing. Temporary disruption may occur, however, any disruption of service will cease with project completion.		
Hazardous Materials	No:	Yes:	Possible: X
Comments:	<p>Based on a review of GIS and available public records, a RFI was completed on March 8, 2019 by environmental staff at CHA Consulting, Inc. (Appendix E). A total of 84 hazardous material concern sites were identified within the 0.5 mile investigation radius. Of those sites identified, seven (7) were determined to impact the project area. The recommendations for these sites are:</p> <p>Underground Storage Tank (UST) Sites:</p> <ul style="list-style-type: none"> • Kim Dailey (1106 North State Street, AI 34674) is adjacent to the project area, and is incorrectly mapped. The actual location is just northwest of the intersection of SR 9 and West Michigan Street. According to the IDEM VFC records, the two tanks that were on site were permanently closed in 1989. No record of soil sampling during closure was found in the VFC. If excavation occurs in this area, proper handling, removal, and disposal of petroleum contaminated soil may be necessary. In addition, sampling for lead will be necessary before disposal. • Bob Gottschalk, DDS (1200 North State Street, AI 33421) is incorrectly mapped. The site is adjacent to the project area on the northwest corner of SR 9 and McKenzie Road. According to the IDEM VFC, the name associated with the documentation is Handy Andy #9. Handy Andy stated in a 1995 communication that they have not leased this site since 1988. No records were available in the VFC concerning UST removal or soil sampling. If excavation occurs in this area, proper handling, removal, and disposal of petroleum contaminated soil may be necessary. In addition, sampling for lead will be necessary before disposal. <p>Leaking Underground Storage (LUST) Sites:</p> <ul style="list-style-type: none"> • Neeb's Service Station (U.S. 52 & SR 9, AI ID #50394). This site is the location of a former gas station located in the southwest quadrant of the intersection of SR 9 and U.S. 52. Documentation reviewed on the IDEM VFC indicated that five (5) USTs were removed from the site on July 8, 1993. A release from the UST system was reported to IDEM on August 6, 1993. A Site Investigation for LUST Incident #9307520 was requested by IDEM in a letter dated August 12, 1993. However, no additional documentation was available showing that the Site Investigation was conducted. No other information was found regarding this LUST incident. If excavation occurs in this area, proper handling, removal, and disposal of petroleum contaminated soil may be necessary. In addition, sampling for lead will be necessary before disposal. • Gas America #39 (a.k.a. Speedway #8046, 2242 SR 9, AI 34739) is adjacent to the project area. According to the IDEM VFC, IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide on May 27, 2016. Low levels of soil and groundwater contamination remain on the site. An ERC was recorded on the property on April 28, 2016. The ERC specifically prohibits the use of groundwater, and states that IDEM must be notified if soils are excavated on the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur. • The former Kokolene #140 (2243 SR 9, AI 31804) on the southeast corner of SR 9 and Martindale Drive. According to the IDEM VFC, this is still an active remediation site. Low levels of soil and groundwater contamination remain on the site. A Draft ERC for the site has been submitted. <ul style="list-style-type: none"> ○ If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The 		

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INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits group for replacement or relocation of the well.

- o If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312- 13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager.
- The former Amoco SS 10112 (1201 North State Street, AI 30232) is adjacent to the project area on the northeast corner of SR 9 and McKenzie Road. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide on November 20, 2015. Low levels of petroleum contamination remain on site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.
- The former Speedway #6394 (1306 North State Street, AI 35032) is located adjacent to the project area, approximately 0.14 mile north of the intersection of SR 9 and McKenzie Road. According to the NFA Determination Pursuant to RISC issued by IDEM on April 9, 2014, petroleum contamination remains on the site and in the ROW. An ERC was recorded for the site on January 10, 2014, and activities involving soil or groundwater will need to be coordinated with IDEM. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Following the original RFI approval by INDOT, Site Assessment and Management (SAM), the northern project limit was extended north to CR 300 North, excluding the I-70 bridge and associated concrete approaches/ramps. The scope of this additional work is limited to HMA overlay and reconstruction of the existing western curb ramps at Opportunity Parkway to ADA compliance. The overlay will not extend deeper than the existing pavement depth and reconstruction of the existing curb ramps will require excavation 2-3 feet deep.

An RFI Addendum, completed by environmental staff at CHA Consulting, Inc. (Appendix E, pages 41 to 47) was approved by INDOT, SAM on August 12, 2019. A total of 5 hazardous material concern sites were identified as having a potential impact on the project area north of I-70. Of those sites, one (1) was determined to require additional coordination:

- One (1) Institutional Control site, formerly Gas America (Agency ID 31475), is mapped at the southwest corner of SR 9 and Opportunity Parkway, extending north through Opportunity Parkway and into the southern extent of the current Speedway fueling station. The IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide (RCG) on January 25, 2013. Petroleum contaminants are documented to remain on site in the soil and in the groundwater, as documented in the ERC recorded on the site on December 05, 2012.
- Based on further coordination with the IDEM, Institutional Controls Group on August 19, 2019 (Appendix E, pages 48 and 49), proposed excavation of 2-3 feet below ground surface (bgs) will not likely encounter the impacted soils. These impacted soils are at a depth greater than 6 feet bgs and impacted groundwater is at a depth of at least 7 feet bgs. If contaminated media is encountered during excavation in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

These stipulations have been included in the "Environmental Commitments" section of this document.

Permits	No: <input checked="" type="checkbox"/>	Yes:	Possible:
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Comments: It is the responsibility of the project sponsor, INDOT, to identify and obtain each of the required permits for the proposed project. Per communication completed on March 26, 2019 with the INDOT, Ecology and

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	Waterway Permitting Office, there are no permits required for this project.

ENVIRONMENTAL COMMITMENTS:	
Firm:	<ol style="list-style-type: none"> 1. If any residential or public wells are encountered, they will be re-drilled as part of the right-of-way agreement with the property owner. If any identified well needs to be backfilled, it will be performed according to 312 IAC 13-10. (INDOT) 2. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of a release from an Underground Storage Tank system and within 2 (two) hours of discovery of a spill. (INDOT SAM) 3. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT) 4. The project lies within the City of Greenfield UAB. Prior to letting, INDOT will coordinate with the MS4 Coordinator at 10 South State Street, Greenfield, Indiana, 46140. (INDOT) 5. Any work in a wetland area within the INDOT right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers or Indiana Department of Environmental Management permits. (INDOT) 6. Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs (USFWS). 7. Direct temporary lighting away from suitable habitat during the active season (USFWS). 8. When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable (USFWS). 9. Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal (USFWS). 10. Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed (USFWS). 11. Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year (USFWS). 12. Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits) (USFWS). 13. Soil contaminants may be located at 1106 North State Street (IDEM AI #34674), just northwest of the intersection of SR 9 and West Michigan Street. If excavation occurs in this area, proper handling, removal, and disposal of petroleum contaminated soil may be necessary. In addition, sampling for lead will be necessary before disposal. (INDOT, SAM) 14. Soil contaminants may be located at 1200 North State Street (IDEM AI #33421), on the northwest corner of SR 9 and McKenzie Road. If excavation occurs in this area, proper handling, removal, and disposal of petroleum contaminated soil may be necessary. In addition, sampling for lead will be necessary before disposal. (INDOT, SAM) 15. Soil contaminants may be located at U.S. 52 & State Road 9 (IDEM AI #50394), in the southwest quadrant of the intersection. If excavation occurs in this area, proper handling, removal, and disposal of petroleum contaminated soil may be necessary. In addition, sampling for lead will be necessary before disposal. (INDOT, SAM)

ENVIRONMENTAL COMMITMENTS:

16. Low levels of soil and groundwater contamination remain on the site at 2242 North State Road 9 (IDEM AI #34739). IDEM must be notified if soils are excavated on the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur. (INDOT, SAM)
17. Low levels of soil and groundwater contamination remain on the site at 2243 North State Road 9 (IDEM AI #31804), on the southeast corner of SR 9 and Martindale Drive. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits group for replacement or relocation of the well. (INDOT, SAM)
18. If a property owner cannot be found in connection with the monitoring well at 2243 North State Road 9 (IDEM AI #31804), then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312- 13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager. (INDOT, SAM)
19. Low levels of petroleum contamination remain on site at 1201 North State Street (IDEM AI #30232), at the northeast corner of SR 9 and McKenzie Road. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT, SAM)
20. Petroleum contamination remains on the site and in the ROW at 1306 North State Street (IDEM AI #35032), approximately 0.14 mile north of the intersection of SR 9 and McKenzie Road. Activities involving soil or groundwater will be coordinated with IDEM, before site activities occur. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT, SAM)
21. Low levels of soil and groundwater contamination remain on the west side of SR 9 at Opportunity Parkway (IDEM AI #31475). Proposed excavation of 2-3 feet below ground surface (bgs) will not likely encounter the impacted soils or groundwater. Contaminate impacted soils are at a depth greater than 6 feet bgs and impacted groundwater is at a depth of at least 7 feet bgs. If contaminated media is encountered during excavation in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT, SAM)
22. Do not disturb concrete steps adjacent to the proposed sidewalk replacement, at 737 South State Street, near Sta. 959+96 (INDOT, CRO)
23. Do not disturb concrete retaining walls at Courthouse Plaza, adjacent to the proposed ramp replacement, between Sta. 987+55 to Sta. 990+25 (INDOT, CRO)
24. Avoid, reset, or replace in-kind the lamp and brick steps adjacent to the proposed work on West South Street, opposite Courthouse Square, near Sta. 989+20 (INDOT, CRO)
25. Do not disturb curved concrete steps adjacent to the proposed sidewalk replacement at 109 North State Street, near Sta. 994+70 (INDOT, CRO)
26. Do not disturb brick steps located adjacent to proposed curb ramp work on the northwest corner of SR 9 and 5th Street, near Sta.1004+95 (INDOT, CRO)
27. Do not disturb concrete retaining wall located adjacent to the proposed curb ramp work on the northwest corner of SR 9 and Park Avenue, at Sta. 1016+50 to Sta. 1017+15 (INDOT, CRO)

For Consideration:

1. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30 (IDNR).